governing the operation and maintenance of Draglines and its dump stability the machine was partially affected in above slide.

(d) (i) the shovel was repaired within three and half months and is being operated satisfactorily. Time lost due to repair of this shovel got adjusted with its annual maintenance period. Hence, there was not loss of productive time.

(ii) The total repair and maintenance cost were Rs. 35.34 lakhs approximately (2.84% of the cost of the shovel), to bring the shovel in state of full fledged operation.

(iii) Though the shovel was out of operation for three and half months, still the coal production (in which the shovel was deployed) for the financial year 2004-05 was Rs. 39.33 lakhs tonnes against the targeted production of 38 lakhs tonnes, which is highest ever since inception of mine.

(e) (i) In case of Jayant Project as already mentioned in reply to parts (a) & (b) above, on the basis of the enquiry report warning letters have been issued to Shift Incharge and Section Manager.

(ii) In case of Khadia Project since the incident took place much after blasting and was sudden in nature, hence, this can only be attributed to causes beyond human detection and control.

Irregularities in SECL Gevra/Dipika Mines

†1661. SHRI RAMADHAR KASHYAP: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the enquiry has been conducted by various agencies regarding irregularities in Gevra/Dipika Coal Mines under SECL;

(b) whether it is also a fact that Vigilance Officer of Coal India Ltd. has accepted these as serious irregularities;

(c) whether the CBI has expressed its unawareness regarding the said irregularities in its first report;

(d) whether the CBI has suggested some measures to check such irregularities in its second report;

†Original notice of the question was received in Hindi.

(e) whether the coal secretary has written to CBI for reconducting a thorough enquiry of the same; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (DR. DASARI NARAYAN RAO): (a) Yes, Sir.

(b) The Vigilance Division of Coal India Limited pointed out certain deficiencies in coal transportation system in the Gevra area of SECL and suggested a deeper probe by CBI.

(c) CBI in its first report expressed the view that verification of the complaint has not revealed any actionable material as the allegation could not be substantiated based on the verification carried out by them.

(d) CBI, to whom further complaints received in the matter and the report of the Central Empowered Committee constituted by the Hon'ble Supreme Court, were sent for investigation, suggested that CIL should initiate and implement effective preventive vigilance steps, bring in place a functional internal control mechanism and also bring in a more transparent and cost effective transport system.

(e) and (f) Yes, Sir, the Director, CBI was requested on 22.07.2005 again to get a proper enquiry done and to monitor it from the CBI Headquarters. Further report from CBI is yet to be received.

Repair of Machines in Jayant Project Singrauli

†1662. SHRI DARA SINGH CHAUHAN : Will the PRIME MINISTER be pleased to state:

(a) the amount spent on repairs of Ganga Dragline and Saraswati Dragline Machines in Jayant Project of N.C.L. Singrauli since 1st April, 2001 to till date;

(b) whether most of the rapair work has been carried out by a local company of inferior standards and not from the original manufacturing company and the spare-parts used were also of local make so that repair work is required to be done time and again;

(c) whether the works of Ganga Dragline was done by Government Employees and the material for it was taken from the store of Jayant Project;

†Original notice of the question was received in Hindi.